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Hongkong, 6th August, 1883. [62d]

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PATENT FRESH WATER
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Victoria Foundry.

Hongkong, 25th April, 1883. [328]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

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PINTS..... \$23 per Case.

Apply to **MELCHERS & Co.** [8]
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C O K E
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COAL TAR IN BARRELS.

CHOY CHEW,
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Hongkong, 5th April, 1883. [262]

JUST PUBLISHED.

PRICE THIRTY CENTS.

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BY
BREVET LIEUT.-COL. H. S. PALMER,
ROYAL ENGINEERS.

Being a Review of *Père Dechevren's Work on the Typhoons of the China Sea.*
KELLY & WALSH—HONGKONG.
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 IN QUARTS & PINTS.
 VEUVE CLICQUOT PONSARDIN
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SMOKED BEEF IN TINS.
GERMAN VEGETABLES IN TINS.
BEST GOUDA CHEESE IN TINS.
SALT MEAT SAUSAGES IN KEGS.
SALT SPICED BEEF IN KEGS.
KEROSENE STOVES.
Hongkong, 14th July, 1882. [10]

Intimations.

A. S. WATSON & CO.

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CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
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IMPORTERS AND EXPORTERSMANILA CIGARS,
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24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW, [3]

BIRTH.

On the 3rd instant, at No. 19, Caine Road,
the wife of H. L. DENNIS, of a son. [68]

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 4, 1883.

SPORTING GOSSIP.

Coming events cast their shadows before. Our long and trying summer is now on the wane and as usual during the autumn in the Far East a young man's fancy, as Tennyson expresses it, lightly turns to thoughts of sport. The sporting reporters of the Shanghai newspapers have recently been busy interviewing mobs of griffins lately arrived from the wilds of Mongolia, discussing the prospective merits or demerits of the future heroes of the local turf, detailing auctions of racing stock, briefly reviewing the preliminary work on the race-track, and mathematically in no measured terms the wretched decoction, yclept coffee, supplied to the early birds at the Race Stand. In Hongkong, votaries of the trigger are cleaning and refurbishing up their fowling pieces and planning numberless weekly excursions to Castle Peak, Deep Bay, Macao and other well-known and easily accessible shooting grounds; exponents of the manly game are getting up their biceps and fondly anticipating no end of "centuries" and "hat-tricks" when Greek meets Greek on the tented field; lawn-tennis "cracks," both men and maidens, are making ready for the healthful and exciting pastime with the soft ball; rowing and boating men are again on the war-path, whilst the racing fraternity are displaying much anxiety to learn what has been decided about the promised Autumn Sky Meeting.

When the first meeting in connection with the "Sky Races"—I may here mention that "Sky Races" is the term used in India for a meeting confined to horses or ponies belonging to residents of a certain station or district—was held at the Hongkong Club several months ago, the only definite conclusion arrived at was that the races should be held; but it was understood that another meeting of supporters of racing would be held at the end of August to arrange preliminaries. I understand that during my absence in Haiphong about three weeks ago some sort of a meeting was actually held; but as it was not publicly announced and was apparently held with closed doors, it was likely enough a private affair. At all events I know nothing of what transpired on the occasion. However, on the 24th ultimo in reply to my inquiries the Clerk of the Course informed me that he "hoped in a few days to issue a preliminary programme for the 'Sky' meeting to take place about the end of October next." The preliminary programme has not yet been issued; but doubtless it will shortly be announced.

I had a canter round the race course last evening, and I observe that Mr. Tripp has got the steeplechase track in good order, with all the jumps built up, and everything ready for actual business. One does not like to commence the campaign by fault-finding, especially when so many practical improvements have to be credited to the present C. C., but the flights of bamboo hurdles erected are altogether unsuitable for the purpose intended. They are easily enough negotiated, but should a pony happen to blunder, or even to strike the top of the hurdle, a serious accident would inevitably follow, as the bamboo fence is as unyielding as if it were made of iron. Wooden hurdles, specially constructed for the purpose, can be easily procured at a cost of a few dollars, and they should be erected so that should a pony hit them they will easily give way, and thus avoid or at least minimise accidents. There are several other alterations in the steeplechase course—to which I will allude at another time—requiring attention. Both the race course and training track will afford capital going this evening; owing to recent heavy rains the turf is of course rather "holding" just now, but it will be found to have been vastly improved by the attention paid to it during the summer months.

I presume that the "Sky Races" will actually take place about the end of October, and so far as I can see there is every reason to anticipate a capital afternoon's sport. The excellent youth who, under the nom de plume "Banian," contributes a weekly hash-up to the feeble columns of the colourless morning paper, and whose vast fund of knowledge and information on all sorts

of abstruse subjects, from the hidden mysteries of the jehochamber to the intricacies of politics, (which includes everything on earth worth knowing) would have astonished the Admirable Criticism, as it has around the community of Hongkong—has, as a matter of course, something to say about this sporting subject. This is what he says:—"I hear that the 'Sky' meeting is not to be allowed to drop and that a meeting of the committee has been held to settle a programme. What the exact programme will be I do not know, but I believe that we shall find that we are to have only one instead of two afternoons' amusement and that the programme will comprise foot races as well as pony races. There is, I believe, to be a certain amount of fun introduced in some of the events, and a chair-race, which I hear is to be one item, should be amusing. I am sorry that our talked about Autumn Meeting is to be so short of its glory; but I suppose that our worthy C.C. and the gentlemen of the Committee have been forced to reduce its proportions owing to the lack of racing ponies in the colony. When the idea was first mooted, and it was agreed that a 'sky' meeting should be held, the operations in Tonquin did not occur to anyone's mind as being likely to interfere in any way with our racing, but, as it is, the ponies which should have now been trotting round the track in the Happy Valley are dragging the French guns in the not invariably successful sorties."

It may be that "Banian" is in the confidence of "the committee"—by the way, it would be interesting to know who are the committee, when and by whom they were elected, &c., &c.—and is inspired in his utterances. Foot racing is a most excellent pastime in its proper place, but that proper place is not on the programme of even an impromptu race-meeting. The "chair-race" might be amusing to noodles of the "Banian" stamp, but I should imagine

that even the eccentric wire-pullers of Hongkong racing would think twice before degrading an honored pastime by introducing any such ridiculous buffoonery. There are plenty sportsmen in Hongkong and a sufficient number of ponies to provide an interesting afternoon's sport without the introduction of foot-racing or other athletic sports. The paragraph quoted above, taken in its entirety, is simply arrant "rot." The operations in Tonquin have interfered with the proposed Autumn Meeting to the same extent as the celebrated flood in Noah's time—neither more nor less. Not a single pony that was at all likely to figure on the racecourse has been sent to Tonquin. One well known owner of race-ponies sent a string of ten down to Haiphong, the whole of which were hacks, utterly useless for racing purposes in any company. There are as many ponies in the colony to-day, probable candidates for honours at the Sky Races, as there were when the project was first mooted. "Banian" would do well to make sure of his facts in future, before writing senseless and misleading twaddle of the kind above quoted.

Some seven or eight years ago it was nothing unusual for the total number of ponies competing at our annual races in Hongkong to average about two dozen all told. And yet even in those days of small fields the racing was keen and the finishes close and exciting. Good racing can easily be provided without having from ten to twenty competitors in every race. In England I have frequently seen greater interest displayed by the public in a match between two well known celebrities than was ever in a sporting sense evinced over the race for the Derby. When the Flying Dutchman beat Voltigeur at York in 1851, and again when Prince Charlie beat the French colt Pent-à-tre at Newmarket in 1874, there was far more interest taken in the results than has been the case in even the most popular of the classic races of the year. Only Prejudice, Tajmahal and Driving Cloud competed in the Exchange Plate at our last Hongkong Races, but the smallness of the field did not at all detract from the interest felt in the race, nor did it render the desperate struggle, which ended in the glorious victory of Mr. St. Andrew's game chestnut in the fastest time on record, one whit the less exciting. A very enjoyable afternoon's racing can easily be arranged with only a dozen ponies available, and I think I will within the mark in saying that at least twice that number could easily be brought to the post.

The veteran "sport" Mr. W. M. Morgan has still the speedy Pearl (third in the Keechong Cup) and the handsome griffin Domino No. 1; Mr. Bromhead has Blunder Blas, and a sturdy black griffin that appears to possess the gift of going; Mr. Gordon's powerful team includes the old stagers Heather Bell, Dauntless, Lord of the Isles, Kobbie Burns, Cutty Sark and Chille Callum; and amongst other ponies available may be mentioned Aitlie, (winner of the Victoria Plate), Too-too, (winner of the Shanghai Griffins), Skedaddler, (winner of the Broken Cup), Bothwell, (winner of the Cathay Cup), Whisper, Buggins, Gili Blas, Red Herding, The Duke, and a good-looking couple from the Ewe stable. There are several race-ponies at Stonecutters Island, and a well known sporting barrier still has that well known racer and accomplished jumper, The Leader, grazing on the race-course. Here is quantity enough, and quality is not a sine qua non.

The war-note has also been sounded for the Hongkong Spring Meeting, by the circulation of the Subscription Griffin list. At the end of last week 29 ponies had been subscribed for, which is considerably in excess of the number brought down last year. I understand that a gentleman in Shanghai has undertaken to supply ponies—tried to cover the six furlongs, with a light weight up, in 1.42—at tael 75, first cost. There ought to be no difficulty in managing this as 75 taels is a fair price for a griffin in the rough, and any pony that gallop at all can easily do his three quarters of a mile in 1.42. There is one very serious objection to the principle of giving the subscription griffins a trial in Shanghai—not that the possible discovery of super-ex-

cellence would in any way discount the interest in the races, but the uncertainty that such super-excellence would be sent to Hongkong. To make my meaning quite plain I ask the question—if the gentleman who is supplying the ponies should happen to accidentally light across a "flyer," capable of doing 1.32, is he supposed to send this animal down to Hongkong with the rest of the mob? If not, the old system of buying the ponies at auction and sending them down untried, is fairer to the subscribers and far more sportsmanlike. There are doubtless many persons who would gladly undertake to supply a given number of griffins for the Hongkong subscribers at a far lower figure than tael 75, first cost, guaranteeing a much better time test than 1.42, on the understanding that they could retain any equine wonder they might accidentally discover amongst their purchases. All these points have likely enough been considered and satisfactorily arranged by those in charge of the business; however, as they occurred to me in dealing with the subject I have hastily jotted them down.

AN OLD SPORTSMAN.
—Hongkong, 4th September, 1883.

TELEGRAMS.

LONDON, September 1st.
A CONSERVATIVE VICTORY.
Mr. James Lowther, a Conservative candidate, has been elected by a large majority for Rutland.

EUROPEAN POLITICS.
Prince Bismarck and Count Kalnoky have had protracted interviews at Salzburg.

THE CHOLERA IN EGYPT.
The total mortality from cholera in Egypt is estimated at 27,250. That of the British troops 140.

LOCAL AND GENERAL.

THE powder magazine at Batavia, Java, has been lately burned and a quantity of war material destroyed.

THE message of the President of Chile on the subject of peace with Iglesias is bitterly denounced in Bolivia.

IN 1840 it was stated by Harriet Martineau that there were seven occupations open to women in Massachusetts; now there are 284.

A REGULAR Lodge of Zealand, No. 525, will be held in Freemasons' Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely.

THE New Orleans *Picayune* says that as soon as a politician decides that he will sell his influence he suddenly finds out that he has nothing of the kind to sell.

A REGULAR Lodge of United Service, No. 1341, will be held in Freemasons' Hall, Zealand Street, on Saturday evening next, the 8th instant, at 7.30 for 8 o'clock precisely.

We note that the family of His Excellency Chang Shu-seng, Viceroy of the Two Kwangs, have arranged to journey from Shanghai to Canton in the China Merchants Company's steamship *Hwai-yuen*.

A WISCONSIN thief demolished the corner-stone of a church to get \$2.50 which he knew was hidden therein. To avoid tempting the cupidity of such fellows, nothing more valuable than old newspapers of the *Ananias* type should be put in corner-stones.

THE New York *Commercial* says that five Chinamen who are under arrest in Paterson for assault have each given different names every time they have been called upon by the Court. "This is the Celestial idea of humor: 'Melican man makes fun.' No goodde. Chinaman change name all the time. Makee Judge mad like debbil. Heap fun."

A NATIVE writes to the *Mercury* to the effect that the cotton crop, which is the staple product of Shanghai and neighbourhood, has suffered severely during the late storm. The correspondent says:—"Each plant generally bears five or six pods, but at present only one or two; it appears the crop will be very bad, should the weather not be continually fair, some days to come."

A CORRESPONDENT writes on August 27th from Tientsin to the Shanghai *Courier* as follows:—"A heavy gale was experienced here on Saturday and Sunday last. The wind was blowing hard from all points of the compass, and the rain came down in torrents. The country around is completely flooded and the Chinese have suffered considerably. Very little damage was done to the foreign settlement."

SAYS the Shanghai *Courier* of the 29th ulto:—"Yesterday, the C. M. S. N. Co.'s steamers *Yoh-shin* and *Fuyew* were lying off the forts at Woosung, embarking soldiers. This morning and late this afternoon, several hundred boats of all shapes and sizes, with soldiers on board, passed through the Soochow Creek on their way to Woosung. They are the 2,000 Hunan braves despatched by Tso Tsung-tang."

ERICSSON is trying to prove with his new torpedo-boat that the millions appropriated for building iron-clads will be wasted. If his idea is correct nothing could stand in a contest with the *Destroyer*. The strongest ironclad in the world would be crippled in ten minutes. In short, it seems that no defence, but earth-works, which can be raised in a few hours, would be of any avail against the weapons of modern warfare.

PICK has an admirable cartoon on the scare in England over the Channel Tunnel project. The Gallic cock is represented as emerging from the English end of the tunnel, crowing lustily, while the demoralized British lion, with the hero of Tel-el-Kebir beside of it, turns tail and runs. This comic journal also suggests among other expedients for rendering the tunnel impassable, that it be crammed full of the dropped h's of the nation.

LUCY Stone hopes for the ultimate success of woman suffrage in England.

We understand that damages to the amount of \$15,000 is jointly claimed on behalf of the Chinese owners of the two junks run down by the *Sumatra* yesterday.

THE British steamer *Phra Chula Chom Klao* left the Kowloon dock this morning, and the German steamer *Anlon* will go over to the Cosmopolitan to-morrow.

KRASEWICK, the Polish author, who was arrested on the charge of being connected with the conspiracy in Russian and Prussian Poland, has been found guilty and sentenced to two years' imprisonment.

THE French flagship *Victorieuse* and the gun-vessel *Lutin* left the harbour this morning for a cruise and a spell of target practice. They will be absent for two days and will anchor at Junk Bay during the night.

WITH a population of nearly 5,000,000, and with over 700,000 houses, London finds that an allowance of two policemen to every 1,000 inhabitants, or 14 to every 1,000 houses, is sufficient to maintain law and order.

THE C. M. S. N. Co.'s steamers *Kung-hai* and *Hwai-yuen* arrived here this morning from Shanghai en route for Canton, the former having 850 and the latter 450 Chinese troops on board. Both vessels only remained here a few hours.

THE principal product of this colony, sugar, appears likely to find a very large market on the American continent. We note from our San Francisco files that a good deal of the China sugar recently received at that port was shipped in bulk to British Columbia.

SCENE—Workshop in Union street.—Two girls are discussing the approaching picnic: Jeanie—"I say, Janet, are ye gaun tae hae a lad at the picnic?" Janet—"Ay inn't, but a' dinna ken which o' my lads a'll tak. Ane o' them's no lang aw frae Ireland, an' he speaks awfu' Irish." Jeanie—"An' wha's yerither lad?" Janet—"Oh, he's a fiddler in the Salvation Army, but a' wid hae tae pay his fare." Jeanie—"Weel, a' widna hae him.—*Glasgow Herald*."

WHEN Marwood, the English executioner, was about to leave Ireland, a few weeks ago, one of the policemen who accompanied him as a protector began to joke with him about his profession. Marwood bore the attacks very calmly for awhile, and when asked if he had a son, replied quietly that he had, whereupon he was asked if he intended to put him into his own line of business. "Well," said Marwood, with a keen look and a sly twinkle in his eye, "if he's a good boy I will; but if he turns out a blackguard, I'll make an Irish policeman of him."

THE following telegram was forwarded to us by the Harbour Master last night:—

"A typhoon is raging to the E.S.E. of Manila, and it will likely cross over the island by to-morrow with its centre probably between latitude 16 and 17 W. It is impossible for the present to ascertain its true direction, which seems, however, to be N.W."

This morning an additional message was received to the effect that—

"The typhoon announced yesterday entered the islands through a lower latitude of 14 N, and is travelling to the west."

THE new French law on religious and civil funerals provides that the last wishes of every individual as to ceremonies shall be fully respected. If the intention is disputed, the decision rests with the Courts. The last will or other written testimony is the only admissible evidence, and the Bench must decide in twenty-four hours. Any minister of religion who disobeys the order of a Court is liable to a year's imprisonment for the first offence and to five for the second, and it is to be presumed that those who unlawfully withhold religious rites will be visited with the same penalties.

THE following conversation is reported to have lately taken place between a minister and a widow, both of Aberdeen. The widow, who called upon the minister, seemed desirous of relieving her mind of something which oppressed her, at which the reverend gentleman, wishing to hurry matters, exclaimed: "My good woman, you see I can be of no service to you till you tell me what it is that troubles you." "Well, sir, I'm thinkin' o' gettin' married again." "Oh, that is it! Let me see; that is pretty frequent—surely! How many husbands have you got?" "Well, sir," she replied in a tone less sorrow than of bitterness, "this is the fourth; I'm sure there's nae wumman been sae tormented wi' a set o' deevil men!"

THIS story of the elopement of a Chinese courtesan in San Francisco with a young British admiral gives a new turn to the old subject of miscegenation. The rule has been for the white woman to succumb to the Mongolian lover, but in this case it appears that the Chinese girl, who has usually been selected to show to Eastern tourists as a favorable specimen of the race, made a conquest and was shrewd enough to turn it to her own profit. This is a legitimate proceeding on the part of the girl; what excites curiosity is to get at the mental and moral make-up of a man who would indulge in such idiosyncrasy as settling up an establishment with a woman of this kind. He should be photographed and have his "bumps" examined as a curiosity second only to the missing link.

WE hear it reported amongst the Chinese that the Viceroy and Tartar General at Canton have received instructions from the Emperor directing them to at once raise a contingent of 120,000 men; 80,000 from Kwangtung and 40,000 from Kwangshui. The Viceroy and Tartar General of Yunnan have likewise received similar instructions to raise 60,000 men without delay. To defray the expenses of these extraordinary measures, the high officials named are directed to apply the funds necessary from the revenues of the respective provinces. From what we can gather, it seems the almost universal belief that China fully intends to go to war with France, and it is even rumoured that representations have been made to the French Government requesting the immediate recall of the present French Minister to China, Monsieur Tricou, whom the Chinese regard as the principal cause of the present *interepelle*.

THE FRENCH TREATY WITH ANNAM.

PRELIMINARY ARTICLES.
The *Chateau de Pau* has arrived at Saigon bringing the following articles from Hue:—
The preliminaries of the Treaty of Peace signed at Hue on the 25th August, by Commissioners-General Harmand in the name of the French Republic, and by the Annamese Plenipotentiaries in the name of the King's Government provide as under:—

- 1.—A full and complete recognition of the Protectorate of France over Annam and Tonquin.
- 2.—Definitive annexation of the province of Binh-thuan in Cochinchina.
- 3.—Permanent occupation of the Vung-khau line and the fortresses of Thuan-an.
- 4.—Immediate recall of the Annamese troops sent to Tonquin, the garrisons of which place shall be put upon a peace footing.
- 5.—Issue of orders to the mandarins to resume their several posts, and confirmation of the appointments made by the French authorities.
- 6.—The placing of sufficient troops at all the principal towns in the provinces to assist French residents.
- 7.—The cession of all Customs offices into the hands of France.
- 8.—The establishment of an aerial telegraphic service between Saigon and Hanoi.
- 9.—The right of permanent residence at Hue.
- 10.—The right of personal audiences with the King of Annam.
- 11.—Military post-stations along the course of the Red River, and the building of fortifications wherever it may be deemed necessary.
- 12.—Recognition of dollars and the coinage of Cochinchina as legal currency throughout the Kingdom.
- 13.—Settlement of matters affecting the commercial and fiscal *regimes* by conferences to be held later on.

NINGPO.

[FROM OUR OWN CORRESPONDENT.]

August 23rd, 1883.
Yesterday morning the weather looked threatening. During the day the wind increased and the barometer gradually fell. Messrs. Butterfield and Swire's agents again thought it prudent to detain the *Tsunin*, which should have left for Shanghai at 4 p.m. During the night the wind increased and the barometer fell all through the night. The wind blew in heavy gusts from N. to N.W., and towards the morning it gradually veered round to the E., blowing with terrific force. Between 6 and 8 o'clock the barometer fell to 28.77. The *Tsunin*, *Yung-ning*, and the *Powan* had steam up all night. During the heaviest of the blow, the barque *Citania* and the Chinese gunboat *Yung-hai* dragged their anchors, and went on shore; both vessels, I am pleased to say, received no damage, and got off at high water. The tide rose four feet above its usual level, flooding the Dupud and Main Streets and the floors of many houses. The casualties among the Chinese shipping in harbour were very great. Quite a number of junks have gone ashore, and are badly damaged; others collided and lost their masts, bulwarks, &c., and not a few have been sunk, among the smaller fry, sampans, &c. It is impossible to estimate the loss. The *Tsunin* and *Yung-ning* had a narrow escape; a large Fokien junk parted her cable and drifted between the steamers, as they were moored at their respective pontoons; several other large junks that had dragged their anchors were also nearly fouling the same steamers. At 5.30 the barometer began to rise rapidly, and the gale abated. On Monday the loss of property in the city was quite a number of Chinese houses were blown down; the roofs and walls of many others have been very much damaged. The roofs, ceilings, and gutters of all the foreign houses, together with their gardens are more or less damaged. Three or four foreign house-boats have also been greatly injured. The Bridge of Boats is also destroyed. A number of office houses have been blown down.

CHINKIANG.

[FROM A CORRESPONDENT.]

August 25th, 1883.
Yesterday we experienced a terrific gale of wind ranging from N.E., E.N.E. and S.E. with low barometer, 29.20. The damage done is considerable, especially to the Concession-building. Below the Customs a good part of native built-up is carried away and no roadway is left. Most of the trees are blown down, and the loss of life amongst boatmen is, as might be expected, very large. It is to be regretted that the Chinese authorities do not take some little interest in preventing the damage done by the river. It seems more than cruel to think how the poor people and even well-to-do suffer from the mandarins' neglect. Sometimes an expenditure of 10,000 in staying a hole in the river bank would save millions of property from desolation, but it is never done, nor ever will be under this dynasty.

[FROM ANOTHER CORRESPONDENT.]

August 26th, 1883.
The gale was one of the severest ever experienced at this port. The storm raged during the whole day and was at its worst about 8 p.m. The wind was some three feet under water, and much damage was done to the piles and facing. The main drain was much injured and is now blocked up with earth; fetters have been destroyed, and the bulks belonging to Messrs. Butterfield & Swire and Messrs. Jardine, Matheson & Co. were nearly overturned by the force of the wind. Numerous trees have been cut off half by the wind, and the roads are strewn with branches.

At Wen-yu-tao, above Chinkiang, we regret to hear the embankments have been broken in many places; the fields have been inundated to a considerable depth, and many people have been drowned. Wind moderated in day.—*Courier*.

STEAMERS EXPECTED.

The O. S. S. Co.'s steamer *Anlon* from Liverpool, left Shanghai on the 31st ulto, and is due here on the 3rd instant, and is due here on the 3rd instant. The steamer *Naples* left Sydney on the 29th ulto, and is due here on or about the 3rd instant.

LOSS OF THE BRITISH BRIG "BRENDA."

A telegram was received by Messrs. Mackenzie and Co. last evening (August 30th) to the effect that the British brig *Brenda* had been wrecked on Goto Island, and that all hands were saved.

The *Brenda* was a vessel of 200 tons and was commanded by Captain Kiffel. She left Shanghai on the 31st July for Nagasaki, and appears to have encountered the full force of the typhoon of the 5th and 6th August, and to have run South to avoid the fury of the gale, for she was passed by the *Yungking*, steamship, from Hongkong on 6th inst., when she wished to be reported "all well." After the storm was over the *Brenda*, having moderate weather, made for Nagasaki, and on the 17th instant she fell in company with the British barque *Halavia* near Goto Island. Both vessels ran for shelter under Goto, and the *Brenda* on the following morning, the 18th instant, put to sea, and after making a circuit of 120 miles reached Nagasaki in safety. Captain Kiffel seems to have remained near Goto, and it is supposed that during a storm his vessel was blown on the island and became a total wreck. The telegram received by her agents give no particulars as to how or when the disaster occurred.—*Shanghai Courier*.

THE LOSS OF THE BARQUE "FLODDEN."

WRECKING A SHIP IN THE VANGUARD.

The British barque *Flodden*, as we stated two or three days since, went ashore on the South Bank, just inside the Tungsha Lightship. The *Flodden*, in charge of Captain W. Smith, is owned by Messrs. Ray, of Melbourne, and had on board a cargo of sandal wood, consigned to Messrs. Lavers and Co. in Shanghai, from Albany, West Australia.

Captain Smith called on us to publish his account of the wreck which we took from his dictation.

As Captain Smith said, all went well on board ship until 2.30 p.m. on Thursday morning last, when he came to anchor, waiting to receive a pilot, but could not obtain one. At the time of anchoring the *Tungsha* Lightship bore E.S.E., about a mile distant, and a fresh breeze then blowing from the N.E. At noon the wind increased, and the Lightship was obscured. The second anchor was then dropped with 75 fathoms of chain, the other anchor having cut its complete. At 7 p.m. on the same day it blew a complete hurricane, with sheets of blinding rain, and he found the ship was dragging from both anchors in 24 fathoms of water. The captain at once gave orders to get sail on the vessel, to endeavour to work the ship to a safer anchorage, but before this could be done the ship took the ground with her heel, and became quite unmanageable. At this time the barometer was falling rapidly, and the ship was striking so heavily that the safety of the crew it was deemed expedient to cut away the mainmast and misemast, and in doing this the fore topmast and topgallantmast also went by the board. The foremast, however, was kept standing to help to keep the vessel before the wind and sea, as the time of breaking over the stern was at three o'clock on Friday morning, the barometer stood at 28.6, and blowing with inconceivable fury from E.S.E. At daylight sighted the land, bearing about N.W. by W. At once took to the boats for the safety of the lives of the crew, with the intention of beaching the boat and trusting to Providence. The land was about four miles distant, and owing to the shallow water, the men had to wade a considerable distance, swim across creeks, and surmount other obstacles before they fell in with a sampan, the occupant of which promised to take Captain Smith and his crew to Shanghai, but instead of that he paddled his canoe to the island of Mowlee, when they were taken before the local mandarin, at 11 o'clock at night, and the case having been represented to him, through the Chinese cook of the *Flodden*, he offered to send a party of soldiers to the scene of the wreck until assistance arrived from Shanghai. The captain asked him how long it would take for him to get to Shanghai, and he was told that it would take all night. As the captain and crew were very much fatigued they were sent by the mandarin to have food and rest, and on the following morning (Saturday) at 7 o'clock the captain had again to appear before the mandarin, and request the captain to allow the chief mate and two of his crew to accompany the soldiers to the wreck, and stand by at the same time placing his junk at the disposal of Captain Smith to go to Shanghai. The mandarin promised to be answerable for the safety of the property on board the ship, and also to provide those men who remained behind with food. At eight o'clock on Saturday morning the mate and soldiers left for the wreck, and at ten o'clock the captain and remainder of the crew started for Shanghai, and arrived here on Sunday morning at five o'clock, the crew being sent to the Soldiers' Home. Captain Smith at once took steps to report the loss of his vessel to the Agents, and afterwards visited Mr. Ford at the Shipping Office, who in turn introduced Captain Smith to Mr. Hughes, the British Consul, the circumstances being narrated to him, he sent the captain on board H.M.S. *Kestrel* to seek assistance, and Commander Northam promised to leave for the wreck at five o'clock on the following (Monday) morning. The mate arrived in Shanghai on Sunday evening, being unable to find the ship, and the crew being sent to the Soldiers' Home. The mate had boarded the vessel. The soldiers who were supposed to assist the mate ran away. The *Kestrel*, with the captain and two mates of the *Flodden*, arrived within four miles of the wreck, but could not get nearer, about noon on Monday, but the second Lieutenant of the *Kestrel* and Captain Smith put off in a boat and found the Chinese plundering the ship, but as the boat drew near the wreck the natives decamped. On going on board it was found that the entire cargo (sandalwood) had been taken out of her, and the ship completely gutted. All the books, charts, nautical instruments, officers' and seamen's clothing had been stolen, the crew being left entirely destitute. The looking glass was far progressed, that the copy had been entirely stripped off the top of the standard side. The water had been taken away, the boiler unshipped, the pumps moved out of position, with a view to doing of taking them away, and the deck lifted. In fact, the vessel was left a mere shell. The *Kestrel* arrived in Shanghai on Monday morning, about 10 o'clock on Monday evening.

Captain Smith requested us to publish his knowledge of the services rendered, and the great interest he had taken in the wreck, and the great loss of the ship. Captain Smith has been called for a course of inquiry into the loss of his ship, and is expected to leave for England on the 3rd inst. It is hoped that the action of the authorities in saving the ship may be the means of causing some compensation with the Chinese authorities.

Mercury.

For Sale.

JUST TO HAND.

CUBB'S PAPER AND CASH BOXES.
SAFES, LOCKS & DESPATCH BOXES.

NEW COFFEE MACHINES.

FOOD WARMERS.

TODDY KETTLES.

NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEYE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER
IN SMALL DREDGERS.

INDIA RUBBER SEA BOOTS.

NEW BOOKS.

THE LATEST MUSIC.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [340]

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 318,235.56

TOTAL CAPITAL and
ACCUMULATIONS, 31st
March, 1883.....Tls. 968,235.56

DIRECTORS.

F. D. HITCH, Esq., Chairman.
C. LUCAS, Esq., Wm. MEYERINE, Esq.,
A. J. M. INVERARITY, Esq., G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
63 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.

Subject to a charge of 12 per cent. for Interest
on Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [83]

**THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY,
OF NEW ZEALAND.**

CAPITAL.....£1,000,000
(ONE MILLION STERLING.)

UNLIMITED LIABILITY OF SHAREHOLDERS.

THE Underigned, having been Appointed
Agents for the above Company, are pre-
pared to accept FIRE and MARINE RISKS at
Current Rates, allowing usual discounts.

RUSSELL & Co.,
Agents.

Hongkong, 1st September, 1883. [674]

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED.)**

CAPITAL TAELS 600,000. EQUAL.....\$835,133.33.
RESERVE FUND.....\$70,858.27.

BOARD OF DIRECTORS.

LEE SING, Esq., LEE YAT LAU, Esq.,
LO YOK MOON, Esq., CHU CHIE NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA-WEST.

Hongkong, 1st September, 1883. [670]

THE Underigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

**RECORD OF AMERICAN AND FOREIGN
SHIPPING.**

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [470]

NOTICE.

**THE MAN ON INSURANCE COMPANY,
LIMITED.**

(CAPITAL SUBSCRIBED.....\$1,000,000)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

WOO LIN YUEN.

HEAD OFFICE.

No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106]

INTIMATION.

IGNOR ANTONIO CATTANEO, of the
CONSERVATOIRE DE BERGAMO and late
of the ROYAL ITALIAN OPERA COMPANY has
the honor to inform the community that he has
arranged to remain in Hongkong and will give
lessons in Music, Singing and the Piano.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH,
Queen's Road.

Hongkong, 1st March, 1883. [166]

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. RUSSELL & Co. will also act as Agents
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [666]

NOTICE.

HAVING taken Mr. JAMES LYON
EDWARDS into PARTNERSHIP with me,
from this date my Business will be Conducted
under the style of VAUCHER & EDWARDS.

A. E. VAUCHER.
Hongkong, 1st September, 1883. [671]

**CHINA TRADERS' INSURANCE
COMPANY, LIMITED.**

NOTICE.

DURING my absence from Hongkong Mr.
ARTHUR SPENCER GARFITT has
been appointed ACTING SECRETARY.

By Order,
W. H. RAY,
Secretary.

Hongkong, 1st September, 1883. [672]

Intimations.

NOTICE.

THE Underigned have REMOVED from
this date their Office to No. 24, Praya
Central, 1st Floor, Corner of Pottinger Street.

REMEDIOS & Co.
Hongkong, 1st September, 1883. [679]

NOTICE.

HE CHUNG SHIP'S PLUMBER, BLACK-
SMITH, &c., &c., has REMOVED from
No. 35, Queen's Road East, to No. 6, Peel Street,
close to No. 120, Queen's Road Central.

Hongkong, 4th August, 1883. [620]

**CHINA FIRE INSURANCE COMPANY,
LIMITED.**

ADJUSTMENT OF BONUS FOR THE
YEAR 1882.

SHAREHOLDERS are hereby requested to
send in to this Office a List of their Con-
tributions of "Premia" for the year ended 31st
December last, in order that the proportion of
Profit for that year to be paid as Bonus to Con-
tributors may be arranged. Returns not sent in
before the 30th November next, will be made up
by the Company, and no subsequent claims or
alterations will be allowed.

By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 1st September, 1883. [673]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING of
the CLUB will be held in the PAVILION on
THURSDAY, the 6th September, at 5.30 P.M.
BUSINESS:—To receive the Report and Ac-
counts for last season; to elect a Committee and
Hon. Sec. for 1883-4; and to discuss some additions
to the Rules and any other Business that may
come before the Meeting. Gentlemen desirous
of becoming Members will please send their
Names, together with those of their Proposer and
Secunder, to the Hon. Sec. H.K.C.C., addressed
to the Club.

W. DE ST. CROIX,
Hon. Sec. 1882-3. [661]

**HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are
requested to send a Statement of Business
Contributed during the half-year ended June
30th, 1883, on or before September 15th next,
on which date the Accounts will be CLOSED.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong 20th August, 1883. [653]

NOW READY.

"CANTONESE MADE EASY" a BOOK
of simple sentences in the CANTONESE
DIALECT with free and literal translations, and
directions for the rendering of English Gramma-
tical forms in Chinese and vice versa.—By
J. DYER BALL.

PRICE.....\$2.00.
INTERLEAVED COPIES.....\$2.50.

ALSO BY THE SAME AUTHOR.

"EASY SENTENCES IN THE HAKKA DIALECT
with a Vocabulary."

PRICE.....\$1.00.

The above works are on SALE at Messrs.
KELLY & WALSH'S, W. BREWERS' and
LANE, CRAWFORD & Co.

Hongkong, 1st September, 1883. [675]

A CARD.

PRIVATE BOARD AND LODGING
can be obtained for
SINGLE GENTLEMEN OR MARRIED COUPLES

AT
No. 6, QUEEN'S ROAD EAST.
Next Door to the Temperance Hall.
Terms Moderate.

Hongkong, 10th July, 1883. [552]

"CLARIDGE'S HOTEL"
BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable
HOTEL for FAMILIES and GENTLEMEN
going home from the Far East. It is under the
direct able Management of Mr. and Mrs.
GEORGE PRAGNELL who spare no pains in
providing their visitors with every possible
comfort. TERMS MODERATE.

[502]

ROYAL YORK HOTEL,
OLD STREET, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated,
with Suitable Rooms and ample accom-
modation for travellers, especially those coming
from Eastern Climates. FAMILIES and GENTLE-
men will find every comfort they can wish for at
the above establishment, at STRICTLY MODERATE
CHARGES.

A. HOADLY,
Proprietor.

Intimations.

KELLY & WALSH

HAVE JUST RECEIVED

5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.

TWENTY-FIVE CENTS EACH.

John Inglesant.....J. H. Shorthouse.
Vice-Versa.....F. W. Robinson.
Yolande.....William Black.
Like Ships upon the Sea.....Eleanor Trollope.
Side Lights of English Society.....G. Murray.
Experiences of a Barrister's Life.....S. Ballantine.
Wanda.....Ouida.
The Wreck of the Grosvenor.....W. Clarke Russell.
Ready Money Mortiboy.....Besant & Rice.
The Golden Butterfly.....do.
Alton Locke.....Chas. Kingsley.
Under two Flags.....Ouida.
Cherry Ripe.....Helen Mathers.
Not wisely but too well.....Rhoda Broughton.
Adam-Bede.....George Eliot.
Romola.....do.
Felix Holt the Radical.....do.
Daniel Deronda.....do.
The Mill on the Floss.....do.
John Halifax, Gentleman.....Miss Muloch.
Rhona.....Mrs. Forrester.
John Marchmont's Legacy.....Miss Braddon.
Lorna Doone.....R. D. Blackmore.
Heir of Redcliffe.....Miss Yonge.
Romance of 19th Century.....W. H. Mallock.
Jane Eyre.....Charlotte Bronte.
Puck.....Ouida.
Vanly Fair.....W. M. Thackeray.
Henry Esmond.....do.
Handy Andy.....Samuel Lover.

ALL THE BEST NOVELS OF ALL THE BEST WRITERS.

COMPLETE LISTS MAY BE HAD ON APPLICATION.

KELLY & WALSH—HONGKONG.

Hongkong, 20th August, 1883. [660]

W. B. BREWER.

HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS.
MOWHAWK-MINSTREL SONG BOOKS.
NEW-ENGINEERING-AND-NAUTICAL-WORKS.
SENNETT'S THE MARINE STEAM ENGINE.
DONALDSON'S ROUGH SKETCHING.
ENGINEERS' PRIVATE LOG BOOKS.
MACGREGOR'S ENGINEERS' ALMANACK.
SMITH'S TABLES AND MEMORANDA.
SPON'S
REED'S ENGINEERS' GUIDE; NEW ED.
BERGEN'S
WILSON ON STEAM BOILERS.
SEXTON'S BOILER MAKERS' POCKET BOOK.
MOLESWORTH'S ENGINEERS' POCKET BOOK.
BURGH'S
HASWELL'S
BALE'S SAW MILLS & THEIR MANAGEMENT, &c.
LECKIE'S WRINKLES IN PRACTICAL NAVIGATION.
AZUMUTH'S TABLES, WEATHER FORECASTS, SAILORS' POCKET BOOK.
NEW CHARTS of Tongking, Hainan, Straits, and Sulu Archipelago.
VARIATION CHART OF THE WORLD.
NEW WALTZES.
MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.
W. BREWER,
QUEEN'S ROAD.

Hongkong, 10th August, 1883. [703]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

THE FOLLOWING BOOKS HAVE BEEN RECEIVED.

BEECH'S Handbook of Needlework.
" Ready Reckoner.
" All about Gardening.
" English-Woman's Cookery Book.
Pouchet's The Universe.
Tissandier's Scientific Recreations.
Milford's Tales of Old Japan.
Bagehot's Economical Studies.
Figuier's The Human Race.
Perry's Practical Mechanics.
Shore's Some Difficulties of Belief.
Cresswell's Handmillings and Staircases.
Dresser's Principle of Decorative Designs.
Elwe's Animal Drawings.

Hongkong, 24th August, 1883. [528]

SAYLE & CO.

FURNISHING DEPARTMENT.

WE have just received from our SHANGHAI CABINET FACTORY a SAMPLE SUITE of
BEDROOM FURNITURE which is now on view.
Any Article of FURNITURE made to order in MAHOGANY, BIRCH, ASH or
WALNUT at less than Home Prices.

DESIGN BOOKS and Estimates on application.

We are also Showing the VIENNA BENTWOOD FURNITURE,
very strong and durable.

WALNUT and EBONIZED BRACKETS in great variety.

VENETIAN and OVAL MIRRORS

A large stock of BRASS and IRON BEDSTEADS in every size always on hand.

IRON SWING BASSINETTES and COTS for Children in every size.

The Excelsior Patent Chain SPRING MATTRESS, in every size (the Best
Spring Mattress extant).

New Designs in LACE CURTAINS, 4, 4 1/2, 4 3/4, 5, 5 1/2, 6, 6 1/2, 7, 7 1/2, 8, 8 1/2, 9, 9 1/2, 10, 10 1/2, 11, 11 1/2, 12, 12 1/2, 13, 13 1/2, 14, 14 1/2, 15, 15 1/2, 16, 16 1/2, 17, 17 1/2, 18, 18 1/2, 19, 19 1/2, 20, 20 1/2, 21, 21 1/2, 22, 22 1/2, 23, 23 1/2, 24, 24 1/2, 25, 25 1/2, 26, 26 1/2, 27, 27 1/2, 28, 28 1/2, 29, 29 1/2, 30, 30 1/2, 31, 31 1/2, 32, 32 1/2, 33, 33 1/2, 34, 34 1/2, 35, 35 1/2, 36, 36 1/2, 37, 37 1/2, 38, 38 1/2, 39, 39 1/2, 40, 40 1/2, 41, 41 1/2, 42, 42 1/2, 43, 43 1/2, 44, 44 1/2, 45, 45 1/2, 46, 46 1/2, 47, 47 1/2, 48, 48 1/2, 49, 49 1/2, 50, 50 1/2, 51, 51 1/2, 52, 52 1/2, 53, 53 1/2, 54, 54 1/2, 55, 55 1/2, 56, 56 1/2, 57, 57 1/2, 58, 58 1/2, 59, 59 1/2, 60, 60 1/2, 61, 61 1/2, 62, 62 1/2, 63, 63 1/2, 64, 64 1/2, 65, 65 1/2, 66, 66 1/2, 67, 67 1/2, 68, 68 1/2, 69, 69 1/2, 70, 70 1/2, 71, 71 1/2, 72, 72 1/2, 73, 73 1/2, 74, 74 1/2, 75, 75 1/2, 76, 76 1/2, 77, 77 1/2, 78, 78 1/2, 79, 79 1/2, 80, 80 1/2, 81, 81 1/2, 82, 82 1/2, 83, 83 1/2, 84, 84 1/2, 85, 85 1/2, 86, 86 1/2, 87, 87 1/2, 88, 88 1/2, 89, 89 1/2, 90, 90 1/2, 91, 91 1/2, 92, 92 1/2, 93, 93 1/2, 94, 94 1/2, 95, 95 1/2, 96, 96 1/2, 97, 97 1/2, 98, 98 1/2, 99, 99 1/2, 100, 100 1/2, 101, 101 1/2, 102, 102 1/2, 103, 103 1/2, 104, 104 1/2, 105, 105 1/2, 106, 106 1/2, 107, 107 1/2, 108, 108 1/2, 109, 109 1/2, 110, 110 1/2, 111, 111 1/2, 112, 112 1/2, 113, 113 1/2, 114, 114 1/2, 115, 115 1/2, 116, 116 1/2, 117, 117 1/2, 118, 118 1/2, 119, 119 1/2, 120, 120 1/2, 121, 121 1/2, 122, 122 1/2, 123, 123 1/2, 124, 124 1/2, 125, 125 1/2, 126, 126 1/2, 127, 127 1/2, 128, 128 1/2, 129, 129 1/2, 130, 130 1/2, 131, 131 1/2, 132, 132 1/2, 133, 133 1/2, 134, 134 1/2, 135, 135 1/2, 136, 136 1/2, 137, 137 1/2, 138, 138 1/2, 139, 139 1/2, 140, 140 1/2, 141, 141 1/2, 142, 142 1/2, 143, 143 1/2, 144, 144 1/2, 145, 145 1/2, 146, 146 1/2, 147, 147 1/2, 148, 148 1/2, 149, 149 1/2, 150, 150 1/2, 151, 151 1/2, 152, 152 1/2, 153, 153 1/2, 154, 154 1/2, 155, 155 1/2, 156, 156 1/2, 157, 157 1/2, 158, 158 1/2, 159, 159 1/2, 160, 160 1/2, 161, 161 1/2, 162, 162 1/2, 163, 163 1/2, 164, 164 1/2, 165, 165 1/2, 166, 166 1/2, 167, 167 1/2, 168, 168 1/2, 169, 169 1/2, 170, 170 1/2, 171, 171 1/2, 172, 172 1/2, 173, 173 1/2, 174, 174 1/2, 175, 175 1/2, 176, 176 1/2, 177, 177 1/2, 178, 178 1/2, 179, 179 1/2, 180, 180 1/2, 181, 181 1/2, 182, 182 1/2, 183, 183 1/2, 184, 184 1/2, 185, 185 1/2, 186, 186 1/2, 187, 187 1/2, 188, 188 1/2, 189, 189 1/2, 190, 190 1/2, 191, 191 1/2, 192, 192 1/2, 193, 193 1/2, 194, 194 1/2, 195, 195 1/2, 196, 196 1/2, 197, 197 1/2, 198, 198 1/2, 199, 199 1/2, 200, 200 1/2, 201, 201 1/2, 202, 202 1/2, 203, 203 1/2, 204, 204 1/2, 205, 205 1/2, 206, 206 1/2, 207, 207 1/2, 208, 208 1/2, 209, 209 1/2, 210, 210 1/2, 211, 211 1/2, 212, 212 1/2, 213, 213 1/2, 214, 214 1/2, 215, 215 1/2, 216, 216 1/2, 217, 217 1/2, 218, 218 1/2, 219, 219 1/2, 220, 220 1/2, 221, 221 1/2, 222, 222 1/2, 223, 223 1/2, 224, 224 1/2, 225, 225 1/2, 226, 226 1/2, 227, 227 1/2, 228, 228 1/2, 229, 229 1/2, 230, 230 1/2, 231, 231 1/2, 232, 232 1/2, 233, 233 1/2, 234, 234 1/2, 235, 235 1/2, 236, 236 1/2, 237, 237 1/2, 238, 238 1/2, 23